Doyle Bond earns MMR 306

Doyle P. Bond did not get interested in model trains in the way most profess to have started. His father worked for the Cotton Belt (St. Louis Southwestern) in maintenance-of-way as a section laborer and pumper in McGregor and Gatesville, Texas (just west of Waco). This was during WWII and the Cotton Belt served North Fort Hood Army Post. He saw many steam locomotives, passenger cars, freight cars, and maintenance equipment up close. It was not until he was about 15 when the family had the first model railroad. This was a three-rail tintype.

Each time he would look at the track and equipment he would think that this was a toy and not a model. He remembers playing with this only three or four times. Then, when he was a freshman at Baylor University, a younger cousin got a train set for Christmas. He was impressed from the moment he first saw the HO track and the details on the equipment. He thought this is not a toy, but a model. After several days of not being able to get this model out of his system, he went to visit Baugh's Model Shop in Waco, Texas. He was awestruck by the shop's HO layout, the Texas and Pacific. He learned much from Mr. Baugh, particularly his enthusiasm for the hobby.

Early on he discovered that he wanted to change some of the models to be more prototypical. His first effort was to make a trailer carrier from a 40-foot flatcar, adding a fifth wheel, blocks, railing, and ramps for rolling trailers on and off the freight car. Then he scratchbuilt a "fire car" on another flatcar. Later he scratchbuilt an 85-foot trilevel open auto carrier.

That was in the late '50s and his interest in the hobby would wax and wane due to career, family, etc., until the mid-80s when he found he had time and needed a hobby. What relit the fire was a visit to Small World in Victoria, British Columbia, which had a HO layout with many scenes. He thought: I can do that. So he started making HO dioramas. He also started scratchbuilding some cars and structures. He entered some of these in divisional contests, and was encouraged to enter in a regional contest. That was when he joined the NMRA and the Lone Star Region. He was basically an armchair modeler, in that he had no layout, and his interests lay elsewhere. After several merit awards for cars and structures, he decided to try for at least one Achievement Certificate. After receiving one for Cars and one for